

Responsibilities of Pilot

1. Upon arrival contact investigator, receive mission
2. Select craft/Payload
3. Verify NOTAM
4. Brief Observer on mission
5. Fly Mission
6. Create CD after mission
7. Transfer CD to investigator/FET
8. Write Deputies Report detailing evidence

Pilot Ethos

Be professional and discrete. Pilots are the operational face of the unit. You abstain from all unnecessary contact. You are "busy". Save the "hellos" to your friend's co-workers until after the mission is complete. Pilots are the final say in all instances of operations. The perception of the pilot by other deputies should be "he/she is busy, do not disturb". Observers help out your Pilot. If someone is standing near you and keeps trying to converse (after you tried moving away from them), and the Observer isn't available (too far away). Land the craft, give them the attention they require. Resume Mission afterwards.

Handle your craft. If you need to troubleshoot, take care of it. If the craft is "down" or you can't fix it on your own, coordinate with your observer. All serious problems, call Maintenance Officer.

Responsibilities of Observer

1. Acquire NOTAM and/or ECOA (either do it yourself or designate 3rd party, this is your responsibility)
2. Designate LZ
3. Prepare and preflight craft/payload requested by Pilot
4. Prepare radio's for yourself and Pilot
5. INTERCEPT AND PREVENT DISTRACTIONS FOR PILOT
6. Post flight and storage of equipment
7. Craft log for hours
8. Complete Mission Log

Observer Ethos

Be professional and discrete. Observers are the public face of the unit. You handle all communication with everyone except investigator.

Be flexible to investigators needs. Save the "hellos" to your friend's co-workers until after the mission is complete. Observers will be the only ones interacting with "lookey loo's" and preventing people from talking with pilot, remember.. work first play second. Assist Pilot with any craft malfunctions/needs. If asked to "stand by" from investigators, then stand by. Don't wander off, be ready for mission. Remember this, you're a Pilot today and an Observer tomorrow. Treat each other fairly and courteously.

Common terms for Investigators

"Tape to tape" means they want an overhead shot at high altitude, the center of the frame should be on the victim/suspect/collision. The outside of the frame should include the outside crime scene tape. This shot is taken straight down from overhead and is the most standard shot you will take. This may require several overlapping shots. Show a relationship to the crime scene itself and the surrounding area.

"Each side at 45" means a they want a lower altitude shot, with a 45 degree field of view from the outside tape line of the scene to the center of the scene.

"Get all the markers" means they want the entire crime scene markers included in the overhead shot of the center of the crime scene. Try to frame the markers in a way that shows their relationship in distance from the victim/suspect

"Overlap all the corners" With the center of the scene in the corner of the frame, photograph outside corner of the scene from overhead straight down.

"Focus on this area" Means just that; they don't know what they're looking for yet in that area and want to search with the photos later. Pilots discretion here, get all angles, altitudes and take lots of pictures.

"360 Video" Do a point of interest with the center of the scene. Take 1080p quality video while the craft does a full rotation of the scene.

"Walk Through Video" This video shows the suspects likely path on a crime scene. Used to show Juries. Have investigator show you exactly what they want.

"I don't know/do everything/full meal deal" Not a problem, do all of the above. Ask if they want video as well, most don't.

This is new, the investigators all use different terminology.. this is just what I have heard as a common theme. Expect and be ready for more to come.

Standard Investigative Shots are:

Overhead Tape to Tape

Each Side @45

Overlapping Corners

Markers